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<i>Date</i>	21 December 2020	<i>Email</i>	neil.massie@hants.gov.uk	

Sent by email to: planning.development@havant.gov.uk

For the attention of Lewis Oliver (Case Officer)

Dear Madam,

Havant Borough Council (PP/20/00991)

Outline application for (matters to be considered outlined in Table 2.2 in the submitted Development Specification) development of a new pipeline to transfer water from Bedhampton Springs to fill the reservoir in the winter and draw it off to treat and supply when needed in the summer comprising: Construction of an underground, bi-directional pipeline linking the reservoir with the existing pumping station at Bedhampton; Emergency drawdown discharge structure at Hermitage Stream; Upgrades to existing culverts; Washout and air valve chambers (typically below ground). | Pipeline from Proposed Reservoir Site, Middle Park Way to land adjacent to, West Street, Havant

I am writing with reference to the above planning application upon which the County Council has been consulted. This response sets out the County Council's position on this application in its capacity as the local highway authority (appendix A), and in its statutory role regarding the management of the designated Public Rights of Way network and Commons Registration Authority (appendix B).

This response is directly linked to the County Council's response on the hybrid planning application for the reservoir (APP/20/00990 & 51680/001) and should be considered in conjunction with that application.

In summary, whilst the County Council is supportive of the reservoir proposal in principle as it is an important infrastructure project that will help to provide reliable water supplies in Hampshire whilst also creating a new green, leisure facility for local communities, the highway authority ultimately considers that insufficient information has been submitted to enable it to provide an informed position on the overall merits of the reservoir proposal and cannot provide a substantive response in support of that scheme until the issues raised in the County Council's response on that hybrid planning application have been resolved prior to determination.

At present there is also insufficient detail within the information provided for the highway authority to be satisfied that the proposed pipeline development will not result in significant harm on the highway. The local highway authority therefore welcome further engagement with the applicant on the matters as set out in appendix A to ensure the appropriate level of information is provided for review and where necessary measures are secured to limit the disruption to residents during construction.

Please also note that the pipeline route as proposed will pass through the Bidbury infant and Junior schools site boundary. It is therefore important that any construction work at this location does not take place during term time to minimise the impacts of the proposed development on the operations of the school and further direct dialogue is sought from Hampshire County Council Estates on this element of the pipeline proposal.

I trust that these comments are of assistance to you. If you wish to discuss any of the comments raised, please do not hesitate to contact my colleague Neil Massie on 0370 779 2113 who is providing a coordinating role for the County Council on this project.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Stuart Jarvis', with a stylized flourish at the end.

Stuart Jarvis
Director of Economy, Transport and Environment

Appendix A

Highway Authority

A separate application has been made in relation to the laying of the pipeline between Bedhampton and the proposed Havant Thicket Reservoir under application APP/20/00990. These works are linked to the wider application for the reservoir construction (APP/20/00990) and some matters between the applications overlap. The responses in relation to highway matters should be read together. In support of the application an Environmental Statement has been produced. Chapter 13 of this document relates to highway matters. In addition, an Engineering and Design Report has been provided which includes within section 3 engineering details relevant to the Pipeline. Both these documents have been reviewed with regards highway matters. The applicant also refers to assessment work undertaken within the Transport Assessment (TA) submitted in support of the Reservoir application and where appropriate we have made comments on these matters in relation to the pipeline works.

Pipeline Location

The route of the pipeline is proposed on drawing number HTR-ATK-PI-BR-DR-C-0009 and includes sections, circa 2km of the 4.5km length, which are proposed to be laid below public highway. The following roads are subject to infrastructure being laid beneath the highway.

- Middle Park Way
- High Lawn Way
- Dunsbury Way
- Willisfield Road
- Riders Lane
- Highclere Avenue
- Ewhurst Close
- Purbrook Way
- Barncroft Way
- Fraser Road
- North Street
- Bedhampton Road
- Brusnwick Gardens

It is forecast that works to complete the pipeline will be undertaken within 2023 and 2026. Construction of the pipeline will be undertaken in 3 periods so construction on the highway may not be continuous across the 3 years. Further information is required on this matter and a high-level programme of works and timetable should be submitted within a Framework Traffic Management Plan.

Study Area

The applicant has identified key highway links with regards the study area surrounding the site, which are shown in figure 13.1 of the ES Chapter 13 and is considered suitable.

Assessment Methodology

The impacts of the construction of the pipeline have been assessed within the Transport Assessment. The impact of construction on the surrounding road network has been assessed within the TA. This includes an assessment within 2023 which is the forecast year for the substantive works. The pipeline works are anticipated to generate 30 HGV movements a day (15 arrivals and 15 departures) with staff to the pipeline construction locations transported via minibus from the main site. The methodology set out within the TA combined with the impacts of construction traffic from the main site construction. The impacts of the assessment have been set out within the ES Chapter 13. It is anticipated that the site will generate significant daily traffic movements in relation to construction with the combined numbers of daily HGV movements being equal to 230 trips a day and car and LGV trips equal to 520 trips a day. These levels are considered significant even over a short term and appropriate measures need to be identified to limit the impact of these movements on the highway network. Key junctions on the local road network will need to be assessed for the worse case scenario and include any diverted traffic due to traffic management on the network.

Impact Assessment

The assessment of the impacts of the construction traffic are set out by the applicant as a sensitivity assessment for the impact of the construction period for the surrounding road network in the Traffic and Transport document from Table 13.7 to 13.14. It has used guidance associated with large national infrastructure projects due to the lack of alternative assessment guidance.

It has assessed specific links to identify the impact resulting from an increase in construction traffic will have in each case. The majority of the road network will not see any increase in vehicles which the Highway Authority agrees with; however, it is not clear if this takes into account road closures and the resultant traffic which may need to be diverted. In particular, the Highway Authority is concerned over the increased level of HGV traffic through the residential road network in Leigh Park and the proposed construction traffic route from the proposed southern access.

Table 13.11 reviews the impact of 7 road closures and concludes all will be of minor significance and therefore should be considered acceptable. The Highway Authority accepts that there will be a degree of disruption on the local road network as part of this application but cannot agree in this instance that the proposals will only result in a minor temporary impact, particularly due to the sensitive nature of the road network. Further detail is required to be submitted by the applicant, in the form of a Framework Traffic

Management Strategy showing, but not limited to, the following for the Highway Authority to support the applicant's assessment.

- Proposed diversion routes
- Traffic Management Plans
- Indicative Programme of Works
- Appropriate mitigation measures to minimise the impact of the works on the highway.

It is noted that some information on these matters is provided within the EA Chapter 13. However more detail is required, and the Highway Authority would welcome engagement on the assessment of these impacts to ensure that the County Council can reach a suitable agreement on the severity of the matters.

The Highway Authority are concerned that the proposed Aquind NSiP project is proposed for construction at the same time as this pipeline and may impact road space. There is also concern particularly around A3(M) junction 2 where the construction traffic will meet. There is concern on whether the junction can appropriately accommodate the scale of construction traffic given the requirement for improvements to this junction and the B2149 as part of the permitted LEOH development which is also working to a similar timeframe and improvement which are committed as part of the Land at Forty Acres site. Construction traffic movements therefore need to be appropriately managed via an agreed Framework Traffic Management Strategy.

Personal Injury Accidents

The TA submitted by the applicant has provided 5 years of data between 1st January 2015 and 31st December 2019 which is stated to be the latest data, however due to the timing of the application, this is not agreed by the Highway Authority. The majority of the scope of the study area has used CrashMap which is not currently accepted by the Highway Authority due to the lag in available data from this system.

The applicant has provided a basic review of the recorded accidents however has not provided any context to the accidents themselves and has not included the raw data which contains further information relating to the recorded accidents.

The current information provided does not include enough information for the Highway Authority to agree with the applicant's position that the development will not exacerbate any accident trend and will need to provide more detail to the Highway Authority, namely;

- An agreed scope of assessment with the Highway Authority
- Latest 5-year data from Hampshire Constabulary
- A detailed review of the recorded accidents within the agreed scope
- Provision of appropriate mitigation or amendments to the proposed strategy to prevent exacerbating any identified accident trends.

Whilst it is acknowledged that any impacts on road safety from the pipeline works will be of a temporary nature, the current accident history must be considered appropriately to ensure that the presence of road works over a prolonged period do not exacerbate any issues and that appropriate measures are taken to mitigate any concerns that arise.

Traffic Management Plan

The applicant has submitted within the ES Chapter 13 on Transport and Traffic matters which provides commentary on the impact that the pipeline construction period may have on the road network. Baseline traffic surveys were undertaken in March 2020 to inform the assessment and have been deemed acceptable for use by the Highway Authority through the complementary application for the reservoir.

There are several schools along the pipeline route, or close to, which will be impacted by the construction traffic and physical traffic management measures associated with road closures. The below is not an exhaustive list but appear to be closest to the route.

- Front Lawn Primary Academy (High Lawn Way)
- Riders Junior School (Kingsclere Avenue)
- Trosnant Infant School (Stockheath Lane)
- Bidbury Infant and Junior School (Fraser Road)

The applicant needs to consider the impact of delivering of the pipeline within close proximity to educational facilities and whether road space is suitable during term time and whether the delivery and implementation of pipeline infrastructure close to schools could take place outside of term time to reduce the likely impact. The applicant should be aware that restrictions could be placed on road space to allow safe and suitable access to schools during drop off/pick up times and throughout term time.

There is commentary on likely roads which will need to be closed for lengths of time and states that diversions will be required. The Highway Authority require further information at this stage to suitably assess the impact on diversions. For example, the closure of parts of High Lawn Way will divert traffic through the Middle Park Way/Dunsbury Way junction which has a history of accidents which could be exacerbated by the additional vehicular traffic.

The road closures also look to impact on cycle provision, and it is not clear if diversions for this travel mode will be accommodated. The cycle infrastructure provides suitable routes to facilities, including school pupils and will need to be carefully thought through by the applicant and a suitable cycling plan produced and agreed with the Highway Authority.

The Framework Traffic Management Strategy should also include a commitment to providing a high level of public engagement and communication over the road closures and diversion routes to ensure that disruption to journeys are minimised when Traffic Management is in place

Construction Traffic Management Plan

The applicant has submitted information regarding construction traffic within the Traffic and Transport document however it is combined with the reservoir construction traffic and for the purposes of clarity, these should be split in order to assess the impact of both.

The pipeline construction proposes three stages of construction traffic routing as shown in Figure 13.2. The Highway Authority raises concerns over the route from the proposed southern access to the northern section of the pipeline route due to the sensitive nature of the residential roads and conflict with HGV traffic.

The Highway Authority require a Framework Construction Traffic Management Plan to be submitted during the planning application stage to ensure appropriate measures are secured to minimise the impact of the proposals where possible on the local highway network and to the public.

Highway Reinstatement

Due to the increase in HGV's there may be a detrimental impact to the existing carriageway and ongoing maintenance. A pre-condition survey should be undertaken by the applicant prior to any commencement on site to assess the condition of the construction route. At the end of the construction period, the applicant will need to make good any defects caused by HGV traffic, in agreement with the Highway Authority.

It is not known what impact the construction period will have on existing highway infrastructure, including trees, street lighting/signage and drainage, the applicant should provide an overview of infrastructure which may be impacted as a result and commit to reinstating all highway infrastructure and assets to their original state. If highway trees need to be felled in order to accommodate the pipeline, an arboricultural assessment should be submitted and a financial payment will be sought for the loss of trees.

Drawing HTR-ATK-PI-BR-DR-C-0011 shows the construction detail of the highway. The plan appears to be old and is not up to date with current terminology and shows carriageway will be reinstated to soft landscaping which is not considered acceptable. The applicant should make reference to the Specification for the Reinstatement of Openings in Highways document under the New Roads and Street Works Act 1991 and an updated standard detail should be provided.

Highway Trees

ES appendix A9.14 Arboricultural Impact Assessment has been provided by the applicant to consider the impact of the development on any trees. This does not however assess the impact on Highway Trees as it only refers to those which are subject to Tree Preservation Orders. Highway Trees are not subject to TPO's as it is unnecessary for trees which are under a programme of good management such as those within the

highway. The assessment also does not cover the pipeline route, and this should be included in the assessment. The Arboricultural information should be provided in line with BS5834:2012 in relation to demolition, design, and construction. Tree survey data should be provided including the trees growing on Hampshire County Council land. Tree constraint plans should be provided showing how trees have been considered in all design proposals to minimise the impact on important trees. A tree protection plan should be provided to demonstrate how they will be safeguarded through the proposal and construction phase. Where county owned trees have to be removed, the County Council will require compensation or mitigation to equal the capital value of the asset lost. This is to be calculated using the industry recognised CAVAT system and workings for this valuation to be included in the submission. Overall healthy trees should be retained wherever possible.

Highway Summary

At present there is insufficient detail within the information provided for the Highway Authority to be satisfied that the proposed development will not result in significant harm on the highway. The County Council therefore welcome further engagement with the applicant on matters to ensure the appropriate level of information is provided for review and where necessary measures are secured to limit the disruption to residents during construction.

Appendix B

Rights of Way

Hampshire County Council as Highway Authority in respect of Public Rights of Way and Commons Registration Authority alongside the management of Country Parks and Countryside Sites throughout Hampshire provides the following response.

Site Context:

The pipeline crosses Havant Footpaths 506a which runs west from Ellisfield Road, Havant Footpath 33 which runs north from Barncroft Way, Havant Footpaths 507 and 41b connect Fraser Road and North Steet by Bidbury Junior School.

The pipeline also runs through Staunton Country Park (Hampshire County Council Countryside Service Site), High Lawn Site of Importance for Nature Conservation (SINC) and Thicket Lawn SINC.

A copy of the Definitive Map of Rights of Way can be found at:

<https://maps.hants.gov.uk/rightsofwaydefinitivemap/>

Comment:

The pipeline will require works to the surface of a number of public footpaths and permissive paths within Staunton Country Park. Any works to the surface of the public Right of Way will be required to be restored to the satisfaction of the Countryside Area Access Manager. There is likely to be an effect on the footpath in terms of dust, noise, or other obstruction during the period of the works and there could be a risk to users of the footpaths.

The applicant should contact Hampshire Countryside Service directly to discuss the Temporary Closure of the footpaths. Temporary Closure Orders should be applied for at least 6 weeks prior to the commencement of works and details of how to apply can be found here:

<https://www.hants.gov.uk/landplanningandenvironment/rightsofway/temporaryclosures>

The County Council would be grateful if this process could be included as a planning condition, in the interests of the safety of public using these rights of way, should planning permission be granted and would therefore encourage the applicant to contact the Countryside Service as soon as possible to discuss any works of this nature.

The applicant is also reminded that the granting of a planning permission is separate from any consents that may be required in relation to access and rights of way and that nothing should be done to stop up or divert the public right of way without following the due legal process.

The Environmental Statement 13.71 states that a full construction methodology will be the subject of on-going discussion with the relevant authorities including Hampshire County Council and Highways England and will be agreed through the appointed contractor's detailed Construction Management Plan (CMP). The CMP will need to include full details of material and spoil storage and vehicle parking. The County Council Countryside Service request that it is formally included in these discussions via the wording of the planning condition.

Appendix C

Bidbury Infant and Junior Schools

It is noted that the pipeline route will pass through the boundary of the Bidbury Infant and Junior school site and that the route is safeguarded in local plan policy. The construction phase at this location will however need to be outside of term time to minimise the impacts on the operation of the school. The County Council Estates team request direct dialogue with the applicants on this issue and the proposal to use school land for site compounds.

The County Council would recommend that this detail can be secured via a planning condition requiring the construction works within the school site to take place outside of term time to minimise the impacts on the operation of the school.

For reference the term time dates until July 2022 are set out below and construction of the pipeline through the Bidbury Infant and Junior school site will need to avoid these dates in that period if it were to be progressed in that period:

Spring term

Monday 4 January 2021 to Thursday 1 April 2021

Summer term

Monday 19 April 2021 to Friday 23 July 2021

School year 2021 to 2022

Autumn term

Thursday 2 September 2021 to Friday 17 December 2021

Spring term

Tuesday 4 January 2022 to Friday 8 April 2022

Summer term

Monday 25 April 2022 to Friday 22 July 2022